

To-day's Advertisements.

ZETLAND LODGE,
No. 325.

A LODGE will be held in the Freemasons' Hall, Zetland Street, on Munday next, the 1st of June, at 8.30 for 9 p.m. precisely. VICTOR BRETHEN are cordially invited.

Hongkong, May 27, 1891. 1076

HONGKONG CRICKET CLUB.

THE accommodation in the Pavilion having been found insufficient, an EXTRAORDINARY General MEETING will be held on FRIDAY, the 5th June, at 5.30 p.m. in the Pavilion, to consider the advisability or otherwise of extending the Building.

ARTHUR K. TRAVERS,
Hon. Secretary,
Hongkong, May 27, 1891. 1077

NOTICE TO MARINERS,
No. 246.

CHINA SEA.

NEWCHUWANG DISTRICT.

PORTRTHUR LIGHTHOUSE.

NOTICE is hereby given that a LIGHT has been ESTABLISHED at Port Arthur.

The illuminating apparatus is Fixed Dioptric of the Sixth Order, showing a white light between the bearings N. 26° W. round by West and North to N. 27° E. The bearings are magnetic and from sea-ward.

The Light is elevated 90 feet above the level of the sea, and in clear weather it should be visible at a distance of 8 nautical miles.

The Tower is round, of iron, with a total height from its base to the top of the lantern of 22 feet, and it is situated on the bluff at the western side of the entrance to Port Arthur.

The Tower is painted in black and white horizontal bands; the Dwelling is white. Approximate position:

Latitude..... 35° 47' 26" N.
Longitude... 121° 18' 20" E.

Note.—

The Port Arthur Lighthouse is in the Newchuwang Customs district, but it is under the control of the Choochoo Customs.

By Order of the Inspector-General of Customs,

A. M. BISBEE,
Custom Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st June, 1891. 1069

NOTICE TO MARINERS,
No. 247.

CHINA SEA.

CHEFOO DISTRICT.

OBERVATORY ISLAND LIGHT.

NOTICE is hereby given that a LIGHT has been ESTABLISHED on Observatory Island, to mark the West Entrance to Wei Hsi Wei Harbour.

The illuminating apparatus is Fixed Dioptric of the Sixth Order, showing a red light between the North-West shoulder of Leu-Kung-Tau Island and S. 46° 1' W., a white light between S. 46° 1' W. and S. 28° W., and a red light between S. 28° W. and N. 2° W. round by East and North to N. 23° E. The bearings are magnetic and from sea-ward.

The Light is exhibited at an elevation of 61 feet above the level of the sea, upon an iron framework, painted white, which stands near the western shoulder of Observatory Island, and in clear weather the white light should be visible at a distance of 6 miles and the red at a nautical mile.

Approximate position:

Latitude..... 37° 30' 26" N.
Longitude... 122° 10' 20" E.

DIRECTIONS.

Vessels entering should keep in the white sector with the right bearing S. 37° W.; magnetic, the Round Island bears N. 45° W. and should gradually turn inward toward the red sector and round the north western end of Observatory Island at a distance of not less than two cables.

By Order of the Inspector-General of Customs,

A. M. BISBEE,
Custom Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st May, 1891. 1070

NOTICE TO MARINERS,
No. 248.

CHINA SEA.

CHEFOO DISTRICT.

CHAO PEI TSUI LIGHTHOUSE.

NOTICE is hereby given that a LIGHT has been ESTABLISHED at Chao Pei Tsui, to mark the East Entrance to Wei Hsi Wei Harbour.

The illuminating apparatus is Revolving Dioptric of the Fifth Order, showing white light between the port and starboard white lights at intervals of half a minute.

The Light is elevated 94 feet above the level of the sea, and in clear weather it should be visible at a distance of 15 nautical miles, except where obscured by the land.

The Tower is round, of iron, 21 feet high, with a total height from its base to the lantern vanes of 354 feet.

The Tower and Dwellings are white. Approximate position:

Latitude..... 37° 27' 41" N.
Longitude... 122° 15' 5" E.

By Order of the Inspector-General of Customs,

A. M. BISBEE,
Custom Inspector.

Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 21st May, 1891. 1071

NAVIGAZIONE GENERALE ITALIANA
(FILO & RUTATTO UNITED COMPANIES)

STEAM FOR
SINGAPORE, PENANG & BOMBAY,
Having connection with Company's Mail
Steamers to ADEN, SUZER, PORT SAID,
MESSINA, NAPLES, (LEGHORN),
and GENOA; all MEDITERRANEAN,
ADEPTIC, LEVANTINE AND SOUTH AMERICAN
PORTS, up to CALIAO. Teling cargo
at through rates to PERSIAN GULF
and BAGDAD.

The Co.'s Steamship
Bisbee.

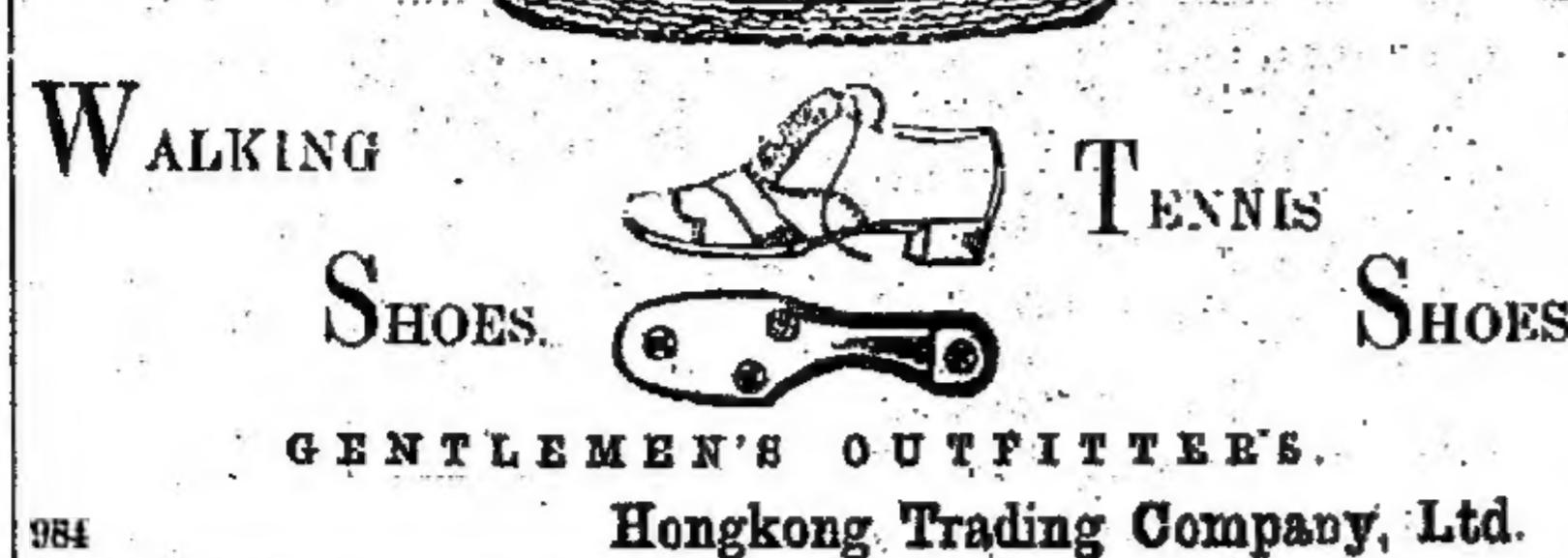
G. ORNGOO Master, will
be despatched as above
on THURSDAY, the 4th June, at Noon.

At BOKRAY the Steamers are discharging
in VICTORIA DOCK.

For further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, May 27, 1891. 1073

Business Notices.



GENTLEMEN'S OUTFITTERS.

Hongkong Trading Company, Ltd.

984

To-day's Advertisements.

POSTPONEMENT.

ARRIVALS.

May 16, 1891.—

Thomas, British steamer, 2,101, W. A.

Seaton, Shanghai May 23, Mail and

General—P. & O. S. N. On

Liberia, British steamer, 805, G. Grant,

Saigon May 22, Rice—E. C. Ray.

May 27.—

Ningpo, German steamer, 762, R. Koh-

ler, Shanghai May 22, General—SIEMENS & Co.

Tzu-chuan, British steamer, 1,105, Ander-

son, Wu-hu May 20, Rice—BUTTERFIELD & SWAINSON.

Yen-kuang, British steamer, 887, W. H.

Amoy, Swatow May 26, Bullat—JAN-

mann, Wu-hu May 23, Rice—SIEMENS & Co.

Fyej, Danish steamer, 397, C. L. Strand,

Pakho May 24, and Hoi-hou 26, General—

ARNOLD, KARRELL & Co.

Actie, Danish steamer, 355, H. Hygum,

Hai-phong May 24, and Hoi-hou 26, General—

A. R. Maury.

Triton, German steamer, 1,142, J. Hegier,

Hongkong May 25, Ballast—GEO. R. STEVENS & Co.

Marie, German steamer, 1,105, Ander-

son, Wu-hu May 20, Rice—BUTTERFIELD & SWAINSON.

Kong-yang, British steamer, 267, W. H.

Amoy, Swatow May 26, Bullat—JAN-

mann, Wu-hu May 23, Rice—SIEMENS & Co.

Edo, Japanese steamer, 853, H. Bror-

sen, Wu-hu May 22, Rice—MELCHERS & Co.

Bisay, Italian steamer, 1,490, G. Orca-

no, Bombay May 9, and Singapore 22,

General—CARLSON & Co.

Glenorchy, British steamer, 1,821, Ferran-

do, Liverpool May 24, General—JARDINE,

MATHEWS & Co.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,

Agents.

Hongkong, May 27, 1891. 1069

GLEN LINE OF STEAM PACKETS.

FOR LONDON VIA SUEZ CANAL.

The Steamship

Glenorchy, Capt. FREDERICK

FRASER, will be despatched above

TO-MORROW, the 28th Instant, at Noon.

This Steamer has Accommodation for

Passengers, and carries a Doctor and

Stewardess.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,

General Managers.

Hongkong, May 27, 1891. 1074

FOR SWATOW AND TIEN-TSIN.

The Co.'s Steamship

Kong-yang, Capt. FREDERICK

FRASER, will be despatched above

TO-MORROW, the 28th Instant, at Noon.

instead of as previously advertised.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,

General Managers.

Hongkong, May 27, 1891. 1075

FOR MANILA VIA AMOY.

The Co.'s Steamship

Diamond, Capt. G. TAYLER, will be despatched for the above Port, on

SATURDAY, the 30th Inst., at 4 p.m.

This Steamer has superior Accommodation for 1st Class Passengers.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, May 27, 1891. 1074

FOR MANILA (DIRROT.)

The Steamship

Yik-sing, Capt. GALSWORTHY, will be despatched above

SATURDAY, the 30th Inst., at 4 p.m.

This Steamer has superior Accommodation for 1st Class Passengers.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, May 27, 1891. 1075

FOR NEW YORK.

The 3/3 L.I.I. British Barque

Calypso, Capt. GUY, will load here

for the above Port, and will

have quick despatch.

For Freight, apply to

RUSSELL & CO.,

General Managers.

THE CHINA MAIL

well known to you, and consequently need not be referred to here. But I will venture to assure you that the British Consul are fully alive to their interests. I shall be surprised if they do not soon realize handsomely, on some parts of their property, and still retain a ample lands to deal with at a later stage.

Hoping my efforts have been such as to merit your approval.

I am Sir, your obediently,

[Signed] THOMAS BLAMEY,
EXTRACT FROM MR HARDIE'S LETTER OF
5TH MAY 1891.

Mr Blamey goes so full and clearly in all matters connected with the prospecting and development works at Gubau that there is little left for me to add regarding our chief point of interest for the time, as regards prospecting, further than to fill in some particulars which he seems to expect would be supplied from this office.

'Mr Blamey writes "good gold was got in places in this drive [south of No. 1 cutting] and I have the pleasure to confirm this by the following figures—the Tons milled on Monday and Tuesday last week, as advised by that mail having yielded 44 tons of selected bullion, a result which I am advising in a telegram to you of this date. These ton tons were the entire winnings from the sinking on the line of road in No. 1 Shaft and No. 1 cutting immediately to the south of it, extending ten feet in length and to a depth of six feet, and including about eight tons of stuff from crown of lode all unpicked. This result includes nothing from blanket sands or rarer tellings, this not yet having been treated, owing to want of water; still I do not count much on them, the gold being very fine and it is satisfactory to know that this lode matter has given good proof of being rich in other points to the North of No. 1 Shaft. Last Saturday I saw a cullion of quartz taken from a pile of lodes to drive between No. 1 West Cross Cut and No. 1 Cutting, powdered and washed and which gave a good 2 ounces of the gold. Writing of the gold already won at Gubau, Mr Blamey says "Over seven pounds of gold were got in a few hours by four men only, and this was produced by the washing of gold washed here from the four-tonne weight of stuff brought in by me and advised in my letter of the 2nd April, when I estimated a yield of 120 to 150 ounces. The net results washed, dried and weighed was—

of good rough gold	62	dms.	grs.
	62	3	9
of bold nuggety gold	69	15	7
122	18	15	

add to this the stock previously advised 49 11 5 and writings for week ending 26th April 6 3 14

gives a grand total of 178 13 11 independent of the 44 tons Bullion from crushing and winnngs up to last night, brought in last night, but not yet washed and cleaned, but which will surely bring that up to 250 ounces, which information I add in to-day's telegram, adding that it will be shipped by first good opportunity.

Please understand that I purpose shipping this first lot of Gubau gold in its native state, only cleaned as far as can be done by washing, but with the quartz as found, as, besides being pleasing to the eye it is believed that the value of the district in which this deposit lies will be greatly enhanced to persons who understand such matters by the presence of quartz through the samples. The melted gold will go as a Bar, and I just wish we were to be in Hongkong to witness the commotion that will be made in mining districts and the holders of Pung-jon Scrip when what has been written, is proved true to the actual present of the gold.

With regards to Mr Blamey's remark why we are not producing the gold known to be present at Gubau, you have already had explained in previous correspondence, and while we wait instructions from the Directors on many points sent them for consideration, no time is being lost to more thoroughly acquaint ourselves with Gubau and its neighbourhood, and you will judge of the importance of Mr Blamey being in constant attendance where the run of the stuff (affectionate master) is so liable to be missed.

Mr Becher writes under date now.

You will be pleased to know that everything is progressing so satisfactorily, but for the lack of water which prevents milling otherwise the output of gold and quartz from both Jais Mine and your prospecting works at Gubau is going a considerable way towards affording the material for returns against working expenses.

PRESENTATION TO ACTING CHIEF INSPECTOR CRADOCK.

Acting Chief Inspector Cradock, of the Hongkong Police, who is leaving the Force after twenty-four years' service, was presented to-day by the members of the Force with a gold watch and chain.

The Acting Captain Superintendent of Police (Mr G. Hopwood), in making the presentation, said:—Mr Cradock—I have just been asked to preside at this official "Good-bye" to you to-day, on the eve of your leaving us, on pension, but I really am quite at a loss as to what to say. It does not appear so long since I first saw you here, a smart young police constable, but it really is more than twenty-four years. Promotion in the force in those days, as compared with the present time, was very rapid, and you rose to the rank of Inspector in the short space of eighteen months. You have been acting Chief Inspector for the past eleven months and you had previously held the same appointment on several occasions. During the latter half of your service, previous to that, you were in charge of Water Police, a most important post, and one which you held in September 1879 when you were instrumental in saving the lives of two passengers in the harbour boat which you were awarded a first-class medal—for meritorious conduct. You have also taken your share of active service abroad, and some years ago, when in charge of the Kowloon District Police, you were rather severely wounded. We are sorry that you are now retiring on account of the state of your health, but we hope that it will be much improved by the trip home, and quite restored by a quiet home life, and that you may live long in the enjoyment of your well-earned pension.

In saying goodbye to you the Members of the Force tender their best wishes and ask your acceptance from them of this watch and chain as tokens of their esteem and respect. Trusting it may be the means, from time to time, of recalling to mind some pleasant memories of your service here during nearly a quarter of a century of your life—and giving a kindly thought to those still left behind serving in the Hongkong Police.

Chief Inspector Cradock, in acknowledging the gift, said:—Sitting Captain Superintendent Hopwood, brother officers, and members of the Force—it gives me great pleasure to be called here before you to day to receive from you such a handsome present on my retirement from the Force. I can assure you that I will keep it in lasting remembrance of the Hongkong Police Force and its members.

Thanking you all cordially for the gift and good wishes, I will say good-bye to all, and wish you all long life and prosperity.

He then wrote the following inscription:

"Presented to Acting Chief Inspector Cradock, by the Members of the Hongkong Police Force, as a mark of their esteem." 28th May, 1891.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr E. J. Ackroyd, Acting Justice.)

Wednesday, May 27.

SHAMEN HOTEL CO. v. HANCOCK—HANCOCK & THE CHINESE.

These parties were heard together. In the first the Shamien Hotel Co. sued the defendant Hancock for \$400, of which sum \$300 was money given to him for the purpose of indenting for goods which could not be obtained in Hongkong, and \$110 for chits to the Shamien Hotel. In the second suit the claim is for work done by Mr Hancock as architect to the Shamien Hotel Company and amounts to \$341.15. Mr Robinson, instructed by Mr Rodyk, appeared for the Shamien Hotel Co., the plaintiff in the first suit, and Mr Reed appeared for the defendant.

Mr Reed said he should have to begin, because in the second suit Mr Hancock gave credit for the amounts claimed in the first suit.

W. St. John H. Hancock, said—I was employed by the Shamien Hotel Co. to prepare plans for a hotel on lot 24. Shamen. I got orders partly from Mr Rodeyk and partly from Mr Fraser Smith, both of whom are directors. I made a journey to Canton to inspect a site and prepare plans. I charge \$50 for that journey. It is a usual charge. I informed Mr Rodyk that I would charge that amount for a journey to Canton, and he agreed. He had asked me what my charges were for going to Canton. I can't say. I even mentioned this matter to Mr Fraser Smith. He however mentioned it to me in the second suit Mr Hancock gave credit for the amounts claimed in the first suit.

On 1st October I was engaged by the Shamien Hotel Co. to prepare a plan for a building on a site at \$100 per month.

On 1st November I was engaged by the Shamien Hotel Co. to prepare a plan for a building on a site at \$100 per month.

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a word about refunding this \$380. I lent them myself \$300 and they repaid me. Had they been entitled to that \$380 they would have deducted it from the loan.

Mr Robinson said the company were entitled to recover the \$380 which had been paid to Mr Hancock for a certain purpose and had been used by him for another purpose, and the \$110 was the amount of his hotel bill. The company waived their right to judgment on the first suit and put the case on a silver basis.

Mr Cunningham addressed a Social meeting at Calcutta yesterday, at the termination of his speech he was arrested by the Police and conducted on board the steamer leaving for Dover.

His speech is summarized as follows:

"LONDON 11th May.—A general decree has been issued granting a delay of six days in meeting all obligations owing to the great sum upon the Banks here, and the consequent heavy demands made by banks upon the Bank of Portugal; the decree has created widespread panic."

Buenos Ayres 11th May.—In a speech at the opening of Congress yesterday, Dr. Pellegrini, President of the Republic, favoured a reform in the currency of the state on a silver basis.

Mr Cunningham Graham addressed a Social meeting at Calcutta yesterday, at the termination of his speech he was arrested by the Police and conducted on board the steamer leaving for Dover.

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"LONDON 11th May.—A general decree has been issued granting a delay of six days in meeting all obligations owing to the great sum upon the Banks here, and the consequent heavy demands made by banks upon the Bank of Portugal; the decree has created widespread panic."

A placard was posted on the M. E. Hospital of this city with the following warning:

Even large bronze figures nearly life size, supposed to be intended for the Cathedral in course of erection, were carried past the line of soldiers on guard without any question being asked, and now stand in open places not far away from the scene of the riot.

It is said that some at least of the thieves and rioters have met with severe punishment, for several have met with their death by the falling walls, while others staying too long in the burning building fell from the upper story into the burning mass below, and were unable to escape.

Some two or three of those taken in the set are in the hands of the officials and are said to be awaiting the executioner's knife.

The desecration of the graves has caused much excitement among the men on board the French gun-boat.

The two days mentioned would just bring it to the 20th of the Chinese month.

The settled residents of Nanking are a rule seem to be favourably disposed toward foreigners, but there is a large floating population containing a great many adventurers and other restless spirits, who would be glad of an opportunity to plunder. It is true they have no place to go but the city, but the soldiers are not all Human beings, and more than a suspicion of connection with the secret society mentioned above. They are decidedly anti-foreign in their views and have shown their disposition by them at the foreign burning ground here. Since my last letter these outrages have been repeated; the wall has been further damaged and a grave again disturbed. The officials seem unwilling to take any further action in the matter, but the American Consul at Chinkiang has been notified and will without doubt secure redress.

On the 18th inst. Mr von Loehr, the Acting Consul General for Germany, telegraphed to the Viceroy at Nanking, claiming his protection for the German missionaries at Fei-tsin, and received the same evening the following reply:—

"I have received and read your telegram."

"I have received and read your telegram."</p

THE TAXATION OF SHIPPING.
The following is the concluding part of the letter of the Secretary of the Chamber of Commerce to the Acting Colonial Secretary:

His Excellency has been pleased to make allusion in the concluding sentence of his minute to some points which appear to call for reply. The comparison between the burden of taxation on shipping in this Colony and Singapore opens a wide field for discussion; the situation and conditions of the two places are so dissimilar that it is hardly possible to institute a comparison that would be of value if attempted. On a reason doubtless for the lesser rate for ordinary light dues levied in this Colony is, perhaps, owing to the greater annual tonnage handled upon which the tax is charged compared with that which passes through Singapore. And the cost of removal of their lighthouses may be considerably greater than ours. However this may be, my Committee consider it more prudent not to institute comparisons suggestive of leveling up to the taxation of Singapore.

H. E. Excellency further directs attention to the tonnage due levied at the ports of China, which in comparison with the rates charged in Hongkong fall upon large vessels, he states, "with a weight 15 to 20 times greater than this Colony's levy."

The Committee consider sufficient reflection was not given by His Excellency's advice to the subject when this statement was permitted to be published. The Imperial Government of China's charge for tonnage dues is 62 M. centimes per ton on the Colony's levy, light dues in 2½ M. centimes per ton. Separately His Excellency's statement is borne out. Viewed more closely it will be found that the Chinese tonnage dues are only payable once every four months and during that period vessels can enter, as often as twice, any, or all, of the 21 treaty ports of China, giving a range of about 3,144 miles of sea and river traffic. Along this distance the land is lighted in a manner that commands the admiration of the mariner, while all the various duties of the harbours in the 21 Treaty ports are conducted without additional charge to shipping. Compare this with the pauper似 service of this Colony with its present three light-houses, or including the Gap Rock, four, and it is clear of a few miles of coast for which the charge of 2½ M. centimes has to be paid each time that the European constructed vessel enters the waters of the Colony. Instead of the Colony's tax, or any increase theron, being impracticable, it is not so. And further, my Committee would earnestly remind His Excellency that the "negligible quantity" of the risk of transfer from the Colony of its present distributing centre is not to be so lightly estimated as His Excellency appears to think. The Colony may retain the "centre," but the Government's powers to levy additional taxation on shipping, which in the opinion of my Committee would be unwise, for general revenue purposes, may be exercised. Hongkong lies within an almost measurable distance of China; a few minutes would permit the transfer of vessels from the Colony to China's waters. Vessels bound for the various ports of China, touching at Hongkong, could avoid the Colony's waters entirely and yet might obtain all the advantages, while the Colony's revenue and prestige would be lost.

This Chamber has for many years urged the reduction of the charge for light dues to a point that shall simply suffice for the expenditure necessary for the maintenance of the lights; that revenue for general purposes should not be levied upon shipping under the guise of light dues; and latterly, in sympathy with the movement that is agitating most civilised countries, the Chamber has advocated their total abolition. To tax for the payment of special services—the expenditure for which can be distinctly ascertained—in excess of what they cost, is an economic mistake, in addition to being inequitable. The total abolition of the dues—whether £1,000 per annum or the probable uptake of the four lighthouses—would be a matter of high relief for this Colony and would amply repay any apparent additional burdens that it might be necessary to impose on the inhabitants for general revenue purposes. The trade of this Colony is almost solely shipping. The possibility of the island becoming a manufacturing centre depends upon shipping. A daily intercourse with all parts of the world for the exchange of products is a first necessity to a manufacturing community. Every vessel that enters this harbour adds, inestimably it may be, to each inhabitant's benefit, in the shape of work for certain classes, in direct money payments to others. These gains far outweigh the extra imposts that rate-payers might have to bear as light dues were abolished. The presentation of a bill is direct, it is simple, and no commands itself to the Government and some of the community who do not grasp the fact that our endeavour should be by every means possible to attract, not almost compel, shipping to our port. Consider the inducement to shipping, "there is nothing to pay in the port of Hongkong." Our position, as it were, is that of shopkeepers having a certain commodity for sale, viz., the advantage of the port. Is it prudent to charge an entrance fee to our customers, or is it wise to consider that our taxes would be triflingly increased by granting such facilities when it is well known that the concession will return us considerably more than it costs? There is hardly a branch of commerce or an industry, however situated, that would not derive benefit from the attraction of additional tonnage to the Colony's waters.

In conclusion, my Committee desire me to express regret at the tone of His Excellency's minute. The Chamber has always accepted the underlying principle of advocating the freedom of all nations affecting the commerce of the Colony. No feelings of personality or partisanship have induced the Committee at any time in the various communications tendered the Government, which have hitherto been of the most distinctly courteous and pleasant character. But His Excellency's minute would seem rather to depart from the mutual good feeling that previously existed.

I have the honour to be, Sir, your most obedient servant,
F. H. WENDELL, Secretary,
Hongkong General Chamber of Commerce.
The Honourable W. M. DRAKE, M.A.,
C.M.G., etc., etc. Acting Colonial
Secretary.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ADOLF OSLER, American barque, Capt. F. CARLETON—Reuter, Brockmann & Co.
CAMULASAN, British ship, Captain B. CARLAND—Russell & Co.
OMEGA, British barque, Captain A. V. BROWN—Master.
VELOCITY, British barque, Captain R. MARTIN—Chinese.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
VALTA, GIBRALTAR, MARSEILLES,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA,
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, SINGAPORE, PORTS OF MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM COMPANY'S Steamship THAMES, Capt. W. A. STANTON, R.N.R., with Her Majesties' Mails will be despatched from this for LONDON, and BOMBAY and SUEZ CANAL, TO-MORROW, the 28th May, at 4 p.m.

Cargo will be received on board until 4 p.m. Parcels and Specie (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed mid Bombay, without transhipment, arriving one week later, than by the ordinary direct route mid Colombo. Tea will be sent either mid Bombay or Colombo according to arrangement.

For further Particulars apply to THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

Passengers desirous of inquiring their baggage can do so on application at the Company's Office.

This Steamer takes Cargo and Passengers for MARSEILLES. E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, May 27, 1891. 1040

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via YOKOHAMA, on THURSDAY, the 11th June, at 1 p.m., taking Passengers and Freight to Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and the ports of Mexico, Central and South America, by the Canadian and connecting Lines.

First-class Fares granted as follows:—To San Francisco \$225.00 To San Francisco and return, } 393.75 available for 6 months

To Liverpool 35.00 To London 332.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, returning at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels and packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 604, Queen's Road Central.

J. S. VAN BUREN, Acting Agent, Hongkong, May 19, 1891. 1017

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FINANCIERS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, PONDICHERY,

MADRAS, CALCUTTA, ADEM, SUEZ,

FORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES AND PORTS

OF BRAZIL, AND LA PLATA;

LONDON, HAVRE AND BORDEAUX.

Agents:

(N) WEDNESDAY, the 3rd June, 1891, at Noon, the Company's S.S.

SYDNEY, Commandant DELMARE, with

MAILS, PASSENGERS, SPECIE, and

CARGO, will leave this Port for the above places.

Cargo will be received on board until 4 p.m. Specie and Parcels until 5 p.m. on the 2nd June, 1891. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are re-

quired.

For further particulars, apply at the Company's Office.

G. D. CHAMPEAUX, Agent.

Hongkong, May 20, 1891. 1031

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship GAELIC will be despatched for San Francisco, and Yokohama, on SATURDAY, the 30th May, 1891, at 1 p.m., connection being made at Yokohama, with Steamers from Shanghai and Japan Ports.

Passage Parcels should be marked to address in full, and same will be received at the Company's Office until 6 p.m. the day previous to sailing.

First-class Fares granted as follows:—

To San Francisco \$225.00

To San Francisco and return, } 393.75 available for 6 months

To Liverpool 35.00

To London 332.00

To other European ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passenger by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passenger, who have paid full fare, returning at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%.

This allowance does not apply to through fares from China and Japan to Europe.

For further particulars, apply to the Company's Office.

M. L. BODWELL, CARLILLE & CO., Agents.

Hongkong, May 11, 1891. 983

Mails.

NORDDEUTSCHER LLOYD

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEM,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG

PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN PORTS.

AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

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